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Frank A. Munsey, Pres. R. H. Titherington, Sec.
C. H. Pope, Treas.

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COLD STORAGE FACTS AND FANCY.

The current discussion of cold storage in connection with the bulge in the price of eggs, has brought out the fact that various investigations of cold storage, under both State and Federal auspices, have decided against the theory of a Storage trust. It seems pretty well established that there is no trust, nothing that could be regarded as a combination to boost prices, and every reason to doubt if such a combination is imminent or even possible.

There is little need to devise fantastic theories about the recent high cost of eggs. The floods last spring destroyed a vast proportion of the poultry in some of the biggest egg-producing States. The extreme heat of the summer destroyed both the producing capacity of the hens and the chance of the eggs being preserved.

Cold storage is a facility, not a crime. Legislation should be addressed to widening its usefulness, not to restricting it.

SAFETY AND HUMAN ELEMENT.

Dr. Hadley, president of Yale, is quite right in his warning that because of the use of mechanical safety devices and systems men must not be permitted to shirk their responsibility. The public should have the protection of every reasonable mechanical safeguard against possible accident. But Dr. Hadley's "human element" cannot be eliminated; and it must always be on guard with undiminished vigilance if the purpose of the inventive genius giving the mechanical safeguard is to prevail.

There are many employers ready to attest that part of the economical efficiency contributed by machinery to help man with his work of production is gradually offset by the decrease of human efficiency—the diminished interest in and care of his work by the man engaged with the machinery in doing it. If it is natural for the ordinary worker to let down with his own individual efforts as they are compensated for or supplemented with mechanics, the locomotive engineer, man in the signal tower, or other persons co-operating with machinery, wholly or partly automatic, may be tempted to become less efficient. His impairment of efficiency must to some degree mean the impairment of the mechanical instrument. His failure to do his full part may cause the failure of the device to do all or even any of its part.

Not only the one in charge of a safety system, but the authority placing and keeping him there should be held to a stricter accountability than ever before for what results from the combined stewardship of man and machine.

PAN-AMERICAN PROFESSORSHIPS.

The proposal for exchange of professors in history, economics, and related subjects, between the universities of the United States and those of Latin American countries, has much to recommend it. Harvard has created a chair of Latin American history, whose special purpose will be to encourage a wider interest in and knowledge of the social, institutional, and historical development of the minor republics of the western world.

American ignorance about the South American countries is nothing less than pitiful. There is everything to warrant presumption that Americans should be interested in the affairs of the countries whose histories are based on the lesson taught by our own forbears, whose institutions are modeled on the lines of our own. Yet in fact we maintain a very excellent touch with and knowledge of the affairs of Europe, and even the Far East, while nobody pretends to maintain intelligent understanding of what is doing in South America. Who can name three Presidents of South and Central American countries?

Our insularity in this regard is striking when contrasted with the eagerness that the Germans and British, especially, display in keeping informed about South American concerns. They are on the lookout constantly for opportunities to establish closer touch and familiarity with the Southern countries, because they want business in that quarter. We are more and more needing that business, but adopting none of the methods that will help get it. Our universities will do a most useful work if they will create a demand for information about the wonderful continent that is destined, in this twentieth century, to make a greater progress than any other.

CUTTING OUT GRADE CROSSINGS.

Preliminary to getting rid of grade crossings, it is necessary to know where they are, what their dangers are, and how best to handle them. The Maryland public service commission is just gathering these data, and from them has put out a preliminary survey. District of Columbia people, using the Maryland roads constantly, have a concern hardly second to that of Marylanders in behalf of highway safety there. There has been a considerable measure of co-operation between the District and Maryland in highway affairs, and ought to be a good deal more.

The first report from the Maryland commission deals with grade crossings of highways and trolley lines. Reports on steam railroads, which are to come, are much more important, because of the greater speed at which the trains on such roads are run and the greater damage they are capable of inflicting. But with the extension of trolley lines into the suburbs and their increasing use in interurban traffic, in

which services speed must be increased, they form no small part of the problem with which the commission is preparing to deal.

There are, it appears, 1,009 places in Maryland at which trolley roads cross highways at grade and 87 places at which they cross railroads in the same manner. In the last three years 29 persons have been killed in accidents at these crossings, an average of one killed at each 39 points at which the danger exists, or, on the basis of a single year, an average of one to about 117. As the death of some of these persons must certainly have been due to lack of care on their own part, it would seem that the trolley companies have exercised unusual precaution, as, indeed, a desire to avoid damage suits would naturally lead them to do.

The crossings are classified as dangerous and not dangerous, protected and unprotected. A gradual reduction of the problem by the elimination of the most dangerous—first would seem to be easily within reach. In this the commission would doubtless have the full co-operation of the railroad companies. More difficulties will appear as the process is continued, but the important thing is to have effort and intelligence at work on a subject that is one of the most important with which the commission will have to deal.

THE FIGHT ON COLONEL JUDSON.

Congressman Cary, who has filed charges against Col. William V. Judson, former Engineer Commissioner of the District, protests that he was on the trail of Colonel Judson long before the latter was sent away from Washington to Panama. Mr. Cary sends to The Times a copy of a speech made by him in the House in February, 1911, in which he set forth various charges against Judson. That was over a year before Colonel Judson was assigned to work on the Canal Zone, and it justifies Mr. Cary in insisting that at least he didn't wait until Judson was out of this jurisdiction before opening fire.

But the fact remains that nothing whatever came of the Cary charges as aired at that time. They covered much of the ground now covered by the allegations that have been laid before the President. Congress did not find it necessary to do anything about them, and it is not obvious why the same old story, once told and ignored, should be dragged out for another airing.

When a public servant does as good work as Colonel Judson did for this city, only to get his reward in such an assault as is now aimed against him, it is small wonder that Washington finds itself in need of friends and supporters capable and willing to do for it the things that it so much needs.

NO BACKWARD STEP IN RAILWAYS.

Two strong debaters on opposite sides of the great railroad question argued Saturday evening on traffic rates and similar subjects.

Howard Elliott, head of the New Haven system, protested against holding railway managers of the present responsible for the sins of their predecessors. As business once had been condemned for being too much engaged in politics he now condemned politics for being too much engaged in business.

Charles A. Prouty, Interstate Commerce Commissioner, retorted that railroads must be restrained from manipulating their securities and conducting their business in whatever way they saw fit. Undoubtedly he meant as the New Haven had been doing up to within a very few months. The railroad, he said, wished to put on the people an additional transportation tax. He declared he could never suffer an advance of rates until he knew that the money would be properly and prudently used.

Yet those two gentlemen, big figures in our national life, are not far apart. Commissioner Prouty, like the public which he represents and serves, demands only what sane and fit railway managers of today want. Mr. Elliott does not seek the opportunity to repeat the follies which Mr. Mellen committed before him; he would not if he could. He does not want great revenues to squander on things outside of and beyond his own lines; he wants them to put into the things which ought to have had them when they were dissipated elsewhere.

Nevertheless, it is not enough now and it never will be again, to have merely the good and capable purpose of an Elliott as guaranty that railway funds will be properly and prudently spent and the public service intelligently and faithfully performed. The last Mellen has not been born. The last railway has not been mismanaged. The last transportation treasury, lacking protection, has not been emptied.

But with legal restraints against abuse and with public officials to see that they are neither defied openly nor circumvented secretly, the reckless, adventurous and dangerous Mellens will be prevented from doing their injuries to stockholders and shippers, the qualified railroad builders and operators will be helped to work out their benefits to everybody.

However purposeful and valuable Mr. Elliott's program for the New Haven, Commissioner Prouty's contention for all railroads is unanswerably sound; his requirements for the public are imperative. There will be no backward step from the public restraints which have been imposed upon railroad abuses.

This seems to be exactly the position taken by the conference of the New England Public Service Commissioners and Commissioner Prouty. They are all anxious to help the bankrupt Boston and Maine out of its pressing difficulties. They are all willing to recede one inch from all the principles of railroad regulation that have been adopted and put into operation in the last generation. They are willing to rescue a road that is in trouble. They are not willing to license such a road or any road to go straightway and get into still deeper trouble.

Ambidexterity.

At a pinch we shall most of us find ourselves ambidextrous, with the left hand ready to do what the right has done. And many of us are left-handed (in parts) without knowing it. Personally I deal the cards and fix my buttons with the left hand, being in most other matters right-handed. But the two hands should certainly be encouraged to supplement each other. It takes only a fortnight or so for the right-handed writer to write with the left hand, and Miss Evelyn Sharp achieved it when her right arm was threatened with writers' cramp.—London Chronicle.

THE CURRENCY QUESTION



NOW, IF I WUZ PRESIDENT

THIS AND THAT

With Sometimes a Little of AS IT WERE

PREDESTINATION, Or Has It Happened To You?

No sound in the air—no voice called to me,
I felt it was late as late could be;
So calm I lay and snored so well,
Of rising then I had no notion.

For though it was fully quarter past eight,
I lay unconscious of my fate;
So calm I lay and snored so well,
I did not hear the rising bell.

The sun in heaven was shining gay,
She looked full in—I screamed, "It's day."
And leaped from my bed with a roar,
And dressed.

Trembling like a soul possessed.

Did I wash? Ha! Ha! You laugh my ter,
Does the freeman doll himself for a first?
Now my shirt, my trousers, my vest, my coat,
My heart grew tight as a cork afloat.

All was on except my trusty shoes
Nor right nor left did I confuse,
I thought I would make it, but froze as I spoke,
Then fell down and cursed, My shoe-string broke!

PETE.

FOR CHRISTMAS GIFT HOPPERS.

Hop early.
Talk English where ever possible.
It's better to have shopped and spugged than never to have shopped at all.
Don't do it.

The twenty-pound limit on parcel post packages necessarily excludes baby carriages and chifforons.
Besides, whatta yuh gotta husband for, eh?

SHE WHO SHOPS FIRST, LAUGHS LAST.

It is better to give than receive, but don't refuse anything.
Give a shop girl a chance to hang up her stockings on Christmas eve.
She can't hang up her stockings if she is standing in 'em.

SHOP EARLY and give her a chance to GET OUT OF 'EM!!!

Figuring on sail area, tonnage and overhang on the water line, it will cost about a million pesos to send a piano to Mt. Pleasant by Dinie Messengers.

STILL, THERE ARE ENOUGH PIN-ANOS IN MT. PLEASANT.

The best thing about carpet slippers is that there isn't any best thing about them.

Judging by the colors in the windows on F street, bath robes should be heard and not seen.

There are a million other suggestions we could give about Christmas.

THE FIRST ONE IS—SHOP EARLY.

THE LAST ONE IS SHOP EARLY.

And so are the other 599,998.

B. R. T.

THE CONTINUITY OF CONTINUOUSNESS.

Aviator says that he is going to cross the ocean in one continuous flight.
When he does that he will probably hop off the Monument in one continuous jump.

A NEW ALIBI.

The Indiana man who shot a bird eagle was released when he proved

that he hadn't harmed a hair of its head.

PASSING UP THE CHAUTAUQUA CIRCUIT.

Ambassador Myron T. Herrick aviated with the dare-devil Frenchman Pegoud, but refused to loop the loop in midair.

THE BUILDING IS CONVEASENT.

Senator Hoke Smith's chair collapsed Saturday and about three hundred pounds of Senator Smith precipitated to the floor. The three hundred pounds were not hurt.

WE SENT 'EM DOWN THERE TO WORK, NOT TO DANCE!!!

PANAMA—The engineers have at last conquered the Cucaracha slide. Anything like the Castle Walk???

UNIVERSITY ATHLETICS.

Football and basket ball were the only sports at the University of Pennsylvania which made any money, drinking, geometry, and tangoing showing a heavy deficit.

New York crook steals a taxicab, thus proving that there is no honor among thieves.
He should have recognized the profession.

HE THAT HATH SHALL RECEIVE—

Alfred G. Vanderbilt's hens yield six dozen eggs a day.

NOW, THAT THIS IS OFF YOUR MIND, SHOP EARLY.

Some one has figured out that the propeller on a liner flops over about 50,000 times from New York to Liverpool.

The only things that flop over faster than this are Philadelphia ward heeler and South American governments.

UTOPIA.

'Twas the night before Christmas,
All cheerful and snug,
Not a creature was shopping,
Not even a SPUG.

QUICK—WATSON, THE NEEDLE!

The real POISONED NEEDLE belongs to the bachelor who tries to sew his own buttons on. It poisons his general disposition and the surrounding atmosphere wonderfully.

Lives of great men oft remind us
We can make our lives sublime,
And our shopping leave behind us
While we have got lots of time.

ARTHUR BAER.

ONLY MORE SHOPPING DAYS BEFORE CHRISTMAS

I feel like hollow—"Whip behind!"
I say, for there's a big nip bang-
in' on behind his sleigh. His name is
Hi Costello.

GOOD STORIES

Wonderful Woodcraft.

DURING some army maneuvers two officers of the Royal Artillery were disputing about the classification of a tree. One said it was a birch tree and the other an oak tree. They could not agree, so they called a gunner who was sitting nearby and asked him if he could tell them what kind of tree it was.

The gunner looked up and down the tree, walked all around it, drew his sword and began cutting at the trunk. Inspecting the gash he had made, with the air of a sage the gunner at length delivered his long-expected verdict:

"It's a wooden one, sir."—Pittsburgh Chronicle-Telegraph.

Modesty Explained.

THE teacher was entertaining the school commissioners one afternoon.

"That is one of my brightest pupils," she said, indicating a boy who was seated at one of the desks, intent upon writing. "He is always busy studying while his companions are wasting their time out at play. Morris," she said to the boy, "let me see what you are writing, please."

Morris reluctantly handed her the paper, and she read.

"Please excuse Morris from school to-day, as he is needed at home."—Harper's Magazine.

One Good Thing to Get.

A stock broker was busy and nervous. His caller was insistent and garrulous. He explained his inability to get for the broker important and confidential information.

"There's nothing you can do for me," said the broker decisively, according to the Popular Magazine.

"There is one thing," said the broker after a moment's thought, "which you can get me, and it will be of great use to me."

"The visitor brightened up. "That's fine! What can I get for you?"

"Out," said the broker.

What's on the Program in Washington Today

Meetings, evening:
Masonic—Potomac, No. 5; Benjamin B. French, No. 15; Anacostia, No. 21; Pen-talpa, No. 27; Mt. Pleasant, No. 32.
E. A. Royal and Select Masters—Washington Council, No. 1. Knights Templar—Orient Commandery, No. 5; business session, The Grotto. Eastern Star—Ruth, No. 1; installation; Bethlehem, No. 7 (special), installation.
Odd Fellows—Union, No. 11; Covenant, No. 13; Beacon, No. 15; and Langdon, No. 25, business.
Rebekah Lodges—Naomi, No. 1, and Ruth, No. 2, election of officers.
Knights of Pythias—Equal, No. 17, visitation; Amaranth, No. 28, nominations; Century, No. 30, nominations.
Pythian Sisters—Past Chiefs' Association, monthly meeting.

Amusements.
National—"A Little Water on the Side," 8:15 p. m.
Columbia—"Last Days of Pompeii," 8:15 p. m.
Belasco—"Within a Husband," 8:20 p. m.
Polka—"Elevating a Husband," 8:25 and 8:35 p. m.
Keiths—Vaudeville, 8:15 and 8:35 p. m.
Academy—"The New Yorks," 8:15 p. m.
Columbia—Vaudeville, continuous.
Casino—Vaudeville, afternoon and evening.
Gaiety—Burlesque, 8:15 and 8:35 p. m.
Arcade—Tango party tonight.

Mr. C. S. Combine And Mrs. Hen Are Both Blamed for High Egg Prices

By JUDSON C. WELLIVER.

The question is, whether Mrs. Hen or Mr. Cold Storage Combine did it. There is good Congressional authority for an indictment against Mr. Combine. We learn from various orators and introducers of legislation, that he caused the price of eggs to make a new altitude record a couple of weeks ago in the cost-of-living aviation meeting.

On the other hand the authorities of the Agricultural Department insist that Mrs. Hen, aided and abetted by sundry incidental circumstances, did the harm. One result of all the agitation is that there is very plainly going to be legislative consideration of the cold storage and food-monopoly question, and it is going to be a good thing. But the guess is ventured that it will result in some very different determinations than those which are now prominently in the minds of people.

For instance, we hear a vast deal about the cold storage trust, and how it gets the best of the supply of butter, eggs, poultry, and the like, and holds them for high prices. There is only one trifling difficulty with that theory: it isn't true. That has been testified by the investigators who have, within the last three years, carefully gone into the question in a number of ways.

SENATE COMMITTEE ONCE CONDUCTED INVESTIGATION.

The Senate Committee on Manufactures, when Senator Heyburn was chairman, conducted a very exhaustive investigation of cold storage. It started with an earnest willingness to find a Scylla and a Charybdis in the cold storage business, and the fuel heap, and came out without even a lock of curly hair. The State of Massachusetts had a commission, almost as solemn and stately as a British royal commission, whose name most of us have printed with capitals, study the same question.

The food research laboratory of the Department of Agriculture, and the Bureau of Statistics of the same department investigated somewhat different phases of the same question. The Chicago chamber of commerce got excited and did what is represented as an excellent piece of inquiry work.

All found that cold storage was a good thing, that it helped equalize prices, that it spread the food supply over the season from the periods of excess to those of deficiency, and that it had not fallen under the domination of any trust or combination. In short, the fair summary of all these investigations is that if cold storage had not been invented, the scarce-season prices of poultry, butter, eggs, certain kinds of meat, and the like, would today be so high in the more densely populated countries that they would be beyond the reach of most people.

SHOWS QUICK CHANGE

IN ATTITUDE OF THE PUBLIC. In this connection it is interesting to observe how suddenly public opinion will change on such a subject. Last September the Third International Congress in Refrigeration was held in Chicago, and the press was full of tributes to the genius that had invented and the business capacity that had developed the economic possibilities of cold storage as an ever-ready aid in the problem of feeding the world.

Two months later, because the price of eggs went up like a rocket, the public and the press were discovering that cold storage was a wicked limb of monopoly and must be muckraked.

Here are some facts about cold storage worth keeping in mind. There are about 500 public cold storage warehouses in the country, representing about \$75,000,000 invested capital. From \$500,000,000 to \$700,000,000 worth of goods are stored in them

per annum. Not more than 10 per cent of the annual production of eggs, butter, poultry, and the like ever stays in storage over thirty days.

Moreover, the period of storage even of that small part is much shorter than people generally imagine. Eggs, for example, are taken out of storage inside of ten months; of fresh pork, the same ratio; of dressed poultry, 2.5 per cent; of butter, 7.5 per cent.

MOST OF STORAGE BUTTER STAYS ONLY FOUR MONTHS.

Most of the butter that goes into storage is taken out within four months. Even of eggs, 25 per cent remains in storage less than four months; that is, 24 per cent of the small proportion that ever goes into storage at all.

Considering these figures, it is easily observed that a law limiting the storage of food to three or four months would work the destruction of the benefits of storage. Eggs placed in storage during the flush months of the spring would have to be taken out during the hot summer period, when there is no need for them and when the heat would work their prompt destruction. The result would be that nobody could afford to put eggs in storage, the only period when there is a surplus of them to put there.

As to the high price of eggs this season, the explanation of the Department of Agriculture is so simple and obvious as to discourage people with theories about trusts and combines in this connection. Last spring, as everybody remembers, there were unprecedented floods in the Middle West.

Ohio and Indiana were swamped, and they are two of the very greatest egg States. The hens were drowned, the setting hens didn't hatch any chicks, the people were compelled to eat the chickens that didn't drown, and in short there was a terrific shortage of eggs to go into storage during the spring season of excessive production. Now we are paying the penalty, and blaming the cold storage interests.

MUNICIPAL STORAGE PLANTS ARE FAVORED.

The notion of a cold storage combine is negated by all the investigators. State, National, and commercial investigators alike insist that it is just plain buncombe. The desirable regulations, with reference to both health and prices, is generally admitted.

Indeed, there is a good deal of sentiment in favor of municipal cold storage establishments. Why shouldn't a city have a big cold storage plant, in which anybody could store eggs if he liked? A neighborhood co-operative society, for example, could hire a little room, put away eggs, butter, dressed chickens, and the like, in the place, and save, and draw them when wanted.

That is simply applying the theory of cold storage on a small scale, and cutting out the possibility of monopoly. It is exactly the same theory on which the housewife "puts up" fruit and vegetables in summer to eat in winter. The municipal cold storage plant is one of the almost certain developments of the next few years.

It would be, in fact, only a variation of the procedure of the municipal market or the city waterworks, and people are believing more and more in such public instrumentalities.

But it is a very clearly shown by the inquiries that legislation arbitrarily limiting the storage season to three or four months would destroy the institution of storage itself and result in worse excesses in price. Cold storage must be the servant, not the master, of the public; regulation to insure that is about all that is required.

Little Ballads by a Bachelor Girl.

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The Superwoman.

LADY with the silver hair,
Daughter of Eternal Youth,
Slender, joyous, debonnaire,
WHO would ever guess the truth!

Grandma, clad in sombre black,
Limping sadly on her way,
Sleeked her slender tresses back—
What a difference, today!

Grandma with her snowy cap,
Pinned above her furrowed brow,
Gladly took her daily nap—
You go tango-tripping, now!

Poets rave of locks of jet,
"Golden tresses" passing fair;
You outshine them all—you bet!—
Lovely "Princess Silverhair."

Mental science and massage,
Clubs, and beauty cures, and curls!
Age? A silly, old mirage—
You are one of us—"the girls!"

Bless you! Ring the bell on Time—
Beat him at his game inhuman,
Oh, you glorious sublime,
Miracle—You Superwoman!

Hits From Sharp Wits.

The Department of Agriculture is experimenting to produce a puckerless persimmon. One night as a small-less onion or a sourless lemon—Cleveland Plain Dealer.

Many of the prettiest girls never get their pictures on the cover pages of the magazines.—Toledo Blade.

Women's fashions now call for a shape like a pear. Nevertheless, most women will continue to be peaches.—Topeka State Journal.

In England some hands that should be rocking cradles are cradling rocks.—Albany Journal.

A scientist claims to have discovered that a man's brain becomes smaller as he grows older. Still, as a rule, the quality improves even though the quantity may grow less.—Albany Journal.